

In connection with the Examiner's rejection in paragraph 2 of the Office Action corrected Figures 5 and Figure 4 are submitted herewith in which the axis in Figure 5 is shown as a dot.

In view of the Examiner's rejection of claim 3 the term "possibility of" has been replaced with the term "capability of" as suggested.

Also claim 3 has been amended to define "at least two cardan joints each of which having a cross "and" at least two aerodynamic surfaces each of which is mounted on a respective one of said cardan joint".

Also new Figure 6 is submitted to more clearly illustrate the location of the axes, and the specification has been amended correspondingly.

Turning now to the references cited by the Examiner, it is respectfully submitted that patent no. 1,229,243 discloses a device for increasing a speed of rotation of propellers, driven by a low speed motor. For this purpose on the ends of the central propeller, additional propellers are located. They are rotated in the same direction by the central propeller.

Patent no. 2,589,243 discloses a construction in which on the ends of the rotatable console frame the propellers are arranged, and they rotate all in the same direction relative to axes that are parallel to the axis of free rotation of the frame. It is stated in the description that when the console propellers rotate, the frame is rotated in a direction that is opposite to the direction of rotation of the console propellers.

Patent no. 3,246,861 proposed the construction of the convertible airplane. During take off and landing the airplane is converted into a helicopter. For this purpose, on the ends of the turnable wing, turnable air screws are located, which rotate in opposite directions.

In patent no. 3,762,669 for increasing the speed of the helicopter a combined engine is proposed, which has a main screw with additional screws provided on its ends and rotating in the same direction as the main screw.

In accordance with the present invention an aerodynamic lifting-thrusting propulsion device is proposed for generating a lifting force and a horizontal thrust, more efficient than the screw. For this purpose the movement of carrying surfaces is provided such that the distribution of the

aerodynamic force over the area of the aerodynamic surface is uniform. This can be obtained only with the rectilinear advancing movement of the aerodynamic surfaces. For this purpose the aerodynamic surfaces are located in the ends of the console frame which rotates with a certain angular speed, and they in turn rotate with the same angular speed, but in an opposite direction relative to the axes, parallel to the axis of rotation of the frame, and their oscillations are synchronous with the rotation relative to the two perpendicular axes.

The new features of the present invention as defined in the claims are not disclosed in the references and can not be derived from them as a matter of obviousness.

Reconsideration and allowance of the present application is most respectfully requested.

Should the Examiner require or consider it advisable that the specification, claims and/or drawings be further amended or corrected in formal respects in order to place this case in condition for final allowance, then it is respectfully requested that such amendments or corrections be carried out by Examiner's Amendment, and the case be passed to issue.

Alternatively, should the Examiner feel that a personal discussion might be helpful in advancing this case to allowance; he is invited to telephone the undersigned (at 631-988-9010).

Respectfully submitted,


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